

Idaho Forum on Transportation Investment

September 13, 2005

Flip Chart/Secretary Notes (additional information from secretary notes are in red.)

Local Option Taxes – Can it be done legally; is it tied to property tax; disconnect with user fee concept; maybe more appropriate for transit funding; gives locals the option and local accountability. *Chairman Kempton reminded members that Forum recommendations don't have to be restricted by constitutional or statute regulations. Changes to the constitution or statute could be part of the recommendation.*

Tolls vs. Congestion Pricing -- They are different concepts. Toll road vs. toll lane or “hot lanes”; like to see not in a parking lot; some people would pay a toll to get through congested areas. *Members agreed that Toll Roads & Bridges should be added to the voting list of options.*

Local Option Tax Authority – Including, but not limited to, fuel and sales tax. *Local Option Sales Tax would most likely need a constitution change.*

Direct Funding for Transit – Discussed before; funded from general fund. *Probably need state funding, but also need to identify revenue sources.*

Fuel Tax – Trucking companies account for miles per state (for int'l. agreement) vs. accounted at POS (point of sale). Local option fuel tax would be a problem for diesel.

Should some concepts be reviewed by sub-committees comprised of those who have an interest in that issue or concept?

Fuel Tax and Vehicle Registration Fees—Currently, cannot be used for transit. *Sales tax on fuel as well as registration fees could be used for public transportation.*

Impact Fees – Would like to see Counties and Highway Districts have ability to do for development and the State should have a seat at that table. *Need to review policies, land use, and transportation connections.*

Concern about the “Items with Potential” List—Which items are currently restricted in their use? (i.e., could be used for transit vs. just roads)

Transfer of Wealth – Where transferring from? .? *People are generally willing to pay if they can see a value. If fees are very high, then people won't use.*

Should term be “optimize” rather than “increase” as related to fuel tax, registration fees, etc. Optimize would be a better term for public acceptance.

Wind Farms – Property tax income; part goes to Highway District. Could be a windfall for some highway districts versus others. May need to reexamine highway district boundaries as they relate to this, but is this really an issue for this forum? *New tax revenue that needs to be designated to make best use of new economic benefit. Funds need to stay in one area to make sure administrative fees don't eat into collected funds. Big dollars/new revenue.*

ISP (Idaho State Police) Funded from General Fund – If moved to the General Fund from the dedicated funding in the Highway Distribution Account, would have an impact on workforce. Pays for highway patrol and state troopers. This is not a revenue-generating option, just a shift. Suggested to be removed from the list and placed in “Parking Lot.”

Advertising on Buses, etc. – Doesn't generate much revenue; may cost more to administer.

Tire Fees & Taxes – From trucking standpoint, don't favor next mechanism. Stay with fees in gasoline and registration. Currently sales tax on tires, autos and auto parts goes to the general fund.

Sales Tax -- All items sold impact transportation; use the sales tax portion as a funding source. *Makes sense for new revenue.*

Many of the revenue options do not generate enough funds to adequately meet projected needs. Will need a broad-based and sustainable source to meet needs.